INFORMATION REPORT CD NO. COUNTRY Poland DATE DESTR. 16-December 198 CRACKE RADURED ATTE OF NO. OF FACES NO. OF ENGLS. SUPPLEMENT TO REPORT NO. SUPPLEMENT TO REPORT NO. SUPPLEMENT TO REPORT NO. 1. Since to low rate of traffic of four t aims per day on the ast Gorman real line to Brest between 10 and 18 August, the rate had rise not approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No militory traffic was observed, the value of the real lead to the september of		CENTRAL 'NYELLIGENCE AGENCY REPORT NO	
UBJECT Frankfurt/Oder - Brest Railroad Line NO. OF PAGES 2 NO. OF ENCLS. NO. OF ENCLS. NO. OF ENCLS. SUPPLEMENT TO REPORT NO. The CF NFO. I Since: a low rate of traffic of four t aims per day on the ast Oerman real- line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 Sentember. These trains carry normal loads of machine parts, uranium, hank cars, etc. No millitary traffic was observed. The two leave trains and therefore Express are travelling their normal schedules. There has been no evidence of partisan activity or any other form of resistance to the government within Foland during the past month. There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to Brest will be routed around larsaw in October or November 1975. This will be difficult to carry out, as the line around 'arsaw is not capable of handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 18 trust mentioned is that the industrial quotas for the firms in last Gormany were being given their usual periodic review. Until these were completed, no spoots were shipped. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Prankfurt/Oder, Exceledant, Fornan, Konin, Mutno, Sochaczew, Tarsaw, Siedlee. Then on to Brest via Jakow-Teresrol or Czeremcha-Tymckoe. All traffic to Brest uses the above line except those trains exceeding the line which will be used after October or Kovember. To stain line given above around warsaw from Kutno or Brest or Kovember. To Kovember. Wielbark, Graboso, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or Kovember.		그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그	
URGE 1. Since : a low rate of traffic of four t aims per day on the ast German real line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, transium, tank cars, etc. No millitury traffic was observed. The two leave trains and therebue expensions are travelling their normal scheening. 2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Tower, all trains from Frankfurt to Brest will be routed around larsaw in October or November 1953. This will be difficult to carry out, as the line around arsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 a trust mentioned is that the industrial quotes for the firms in last Germany were being given their usual periodic review. Until these were completed, no spoots were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Brest uses the above line except those trains exceeding the linits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierce, Brodnica, Dzialdowo, Nidrica, Wielbark, Graboxo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after october or November 10 which will be used after october or November.		CD NO.	
NO. OF ENCLS. NO. OF ENCLS. ATE OF FO. Supplement to Report No. Report No. 1. Since to low rate of traffic of four to aims per day on the last German really line to Brest between 10 and 18 August, the rate had risen to approximately 12 brains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No militory traffic was observed. The two leave trains and the Bubers, but militory traffic was observed. The two leave trains and the Bubers of the real activity or any other form of resistance to the government within Foland during the past month. 3. There have been no evidence of partisan activity or any other form of resistance to the government within Foland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to brest will be routed around arsaw in October or November 1953. This will be difficult to carry out, as the line around arsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 agust mentioned is that the industrial quotas for the firms in last Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Reva Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznar, Konin, Kutno, Sochaczew, Varsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Tysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Siere, Brodnica, Dzialdowo, Nidzica, Wielbark, Crabono, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or Kovember.	OUNTRY	Poland DATE DISTR. 136	Denmoer 1953
ANCE 1. Since the low rate of traffic of four thains per day on the last German religion to the state of traffic of four thains and the state of traffic of four thains of the state of th	UBJECT	Frankfurt/Oder - Brest Railroad Line NO OF PAGES	2
Suprement to Report No. 1. Since the low rate of traffic of four thains per day on the last Gorman religions to Breat between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No military traffic was observed. The two leave trains and therefore in the street of the religion of the religions of the government within Foland during the past month. 2. There have been no evidence of partisan activity or any other form of resistance to the government within Foland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to Brest will be could around larsaw in October or November 1793. This will be difficult to carry out, as the line around arsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 august mentioned is that the industrial quotas for the firms in last Gormany were being given their usual periodic review. Until these were completed, no snock were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Foznan, Konin, Kutno, Sochaczew, arsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czerencha-Tysckow. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sterre, Broadnica, Drialdow, Midcioa, Wielbark, Grabolo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.		NO. OF ENCLS.	*
ORCE 1. Since the low rate of traffic of four thains per day on the last German real line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No militory traffic was observed. The two leave trains and thereblue Express are travelling their normal schedules. 2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Nowever, all trains from Frankfurt to Brest will be routed around warsaw in October or November 1953. This will be difficult to carry out, as the line around warsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 August mentioned is that the industrial quotas for the firms in last Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Warsaw, Siedlee. Then on to Brest via Jakow-Terespol or Czeremcha-Tysokow. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierce, Brodnica, Daialdowo, Nidzica, Wielbark, Grabolo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	ATE OF	SUPPLEMENT TO	en e
1. Since the low rate of traffic of four thains per day on the last German real-line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No military traffic was observed. The two leave trains and the Blue Express are travelling their normal schedules. 2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Nowever, all trains from Frankfurt to Brest will be routed around larsaw in October or November 1953. This will be difficult to carry out, as the line around larsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 August mentioned is that the industrial quotas for the firms in Bast Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Parsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Wysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabobo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	CM2 28 2 28 1	STATES WITHIN THE MEANING OF THE ESPICIALOG ACT NO ESPISATORY OF THE ESPISATORY OF T	
line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No military traffic was observed. The two leave trains and the Blue Express are travelling their normal schedules. 2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to Brest will be routed around larsaw in October or November 1953. This will be difficult to carry out, as the line around larsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 algust mentioned is that the industrial quotas for the firms in Last Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Marsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Vysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	ÚRCE		o '
line to Brest between 10 and 18 August, the rate had risen to approximately 12 trains per day as of 11 September. These trains carry normal loads of machine parts, uranium, tank cars, etc. No military traffic was observed. The two leave trains and the Blue Express are travelling their normal schedules. 2. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. 3. There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to Brest will be routed around Larsaw in October or November 1953. This will be difficult to carry out, as the line around Larsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 algust mentioned is that the industrial quotas for the firms in Last Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Marsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Vysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.			
There have been no changes in the operations or the organization of the railway brigades during the past month. Towever, all trains from Frankfurt to Brest will be routed around Tarsaw in October or November 1953. This will be difficult to carry out, as the line around Tarsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 August mentioned is that the industrial quotas for the firms in East Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Tarsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Wysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpo, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	. 1	Since the low make of the first of found to the same t	
railway brigades during the past month. However, all trains from Frankfurt to Brest will be routed around Larsaw in October or November 1953. This will be difficult to carry out, as the line around Larsaw is not capable of handling normal brigade traffic. 4. The reason given for the reduction in normal traffic between 10 and 18 august mentioned is that the industrial quotas for the firms in Last Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Marsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Wysokow. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpo, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabowo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.		line to Brest between 10 and 18 August, the rate had risen to approxi- 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was obse- The two leave trains and the Blue Express are travelling their normal	mately s of rved <u> </u>
mentioned is that the industrial quotas for the firms in East Germany were being given their usual periodic review. Until these were completed, no goods were shipped. 5. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Yarsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Vysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabowo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.		line to Brest between 10 and 18 August, the rate had risen to approxi- 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was obse- The two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of	mately s of rved <u> </u>
(The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Marsaw, Siedlee. Then on to Brest via Lukow-Terespol or Czeremcha-Wysokoe. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	2.	line to Brest between 10 and 18 August, the rate had risen to approxi 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was observe two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. Nowever, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around Larsaw is not capa	mately Is of Invedicates. schedules. he nkfurt This
a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Varsaw, Siedlce. Then on to Brest via Lukow-Terespol or Czeremcha-Vysokos. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around Warsaw from Kutno to Plock, Sierpc, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlce. This is the line which will be used after October or November.	2.	line to Brest between 10 and 18 August, the rate had risen to approxi 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was observed two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. Nowever, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around larsaw is not capa handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 1 mentioned is that the industrial quotas for the firms in Last Germany being given their usual periodic review. Until these were completed.	mately Is of Inved! Schedules. he Inkfurt his ble of 8 ingust
Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Farsaw, Siedlce. Then on to Brest via Lukow-Terespol or Czeremcha-Vysokos. All traffic to Brest uses the above line except those trains exceeding the limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpc, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlce. This is the line which will be used after October or November.	2. 3.	line to Brest between 10 and 18 August, the rate had risen to approxi 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was observe two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. Nowever, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around Larsaw is not capa handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 1 mentioned is that the industrial quotas for the firms in Last Germany being given their usual periodic review. Until these were completed, were shipped.	mately s of creditions schedules. he nkfurt his ble of 8 ingust were
limits for weight or clearance. These detour from the main line given above around warsaw from Kutno to Plock, Sierpc, Brodnica, Dzialdowo, Nidzica, Wielbark, Grabovo, Ostroleka, Malkinia and then back to Siedlee. This is the line which will be used after October or November.	2. 3.	line to Brest between 10 and 18 August, the rate had risen to approxi 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was observe two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. Nowever, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around larsaw is not capa handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 1 mentioned is that the industrial quotas for the firms in East Germany being given their usual periodic review. Until these were completed, were shipped. At present the brigades travel three main lines to the USSR	mately s of creditions schedules. he nkfurt his ble of 8 ingust were
σ	2. 3.	line to Brest between 10 and 18 August, the rate had risen to approxi 12 trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was obse the two leave trains and the Blue Express are travelling their normal There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. However, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around larsaw is not capa handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 1 mentioned is that the industrial quotas for the firms in East Germany being given their usual periodic review. Until these were completed, were shipped. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Vars	mately s of rvedi. schedules. he nkfurt his ble of were no goods
	2. 3. 4.	line to Brest between 10 and 18 August, the rate had risen to approxing trains per day as of 11 September. These trains carry normal load machine parts, uranium, tank cars, etc. No military traffic was observed the two leave trains and themBlue Express are travelling their normal. There has been no evidence of partisan activity or any other form of resistance to the government within Poland during the past month. There have been no changes in the operations or the organization of trailway brigades during the past month. However, all trains from Frato Brest will be routed around Larsaw in October or November 1953. Twill be difficult to carry out, as the line around Larsaw is not capa handling normal brigade traffic. The reason given for the reduction in normal traffic between 10 and 1 mentioned is that the industrial quotas for the firms in Last Germany being given their usual periodic review. Until these were completed, were shipped. At present the brigades travel three main lines to the USSR (The line to Rava Russkaya has been discontinued): a. To Brest: Frankfurt/Oder, Swiebodzin, Poznan, Konin, Kutno, Sochaczew, Mars Siedlce. Then on to Brest via Lukow-Terespol or Czeremcha-Mysoko All traffic to Brest uses the above line except those trains exceeding limits for weight or clearance. These detour from the main line give around warsaw from Kutno to Plock, Sierpe, Brodnica, Dzialdowo, Nidzi Wielbark, Grabowo, Ostroleka, Malkinia and then back to Siedlee. This	mately s of rvedi schedules. he nkfurt his ble of 8 sugust were no goods aw, e. g the n above ca.

Approved For Release 2003/02/27 : CIA-RDP80-00810A002900450007-4

<u>~2</u>~

- b. To Gerdauen (Zheleznedorozhny): Kuestrin, Krzyz, Pila, Bydgoszcz, Torun, Jablonowo, Ilawa, Olsztyn, Korsze, Gerdauen.
- c. To Dorohusk: Guben, Zagan, Glogow, Leszno, Ostrow Ukp, Lodz, Tomaszow, Radom, Deblin, Lublin, Chelm, Dorohusk.

The routes mentioned in a. above are travelled most frequently, the route: in b. less frequently, and the route in c. only infrequently.

- 6. All lines used by the brigades are double track with the following exceptions, which are single track:
 - a. The line Siedlce-Czeremcha and Czeremcha-Brest. A second track is now under construction between Siedlce and Czeremcha.
 - b. The entire detour around Warsaw described under 5.a. above.
 - c. Terespol-Brest.
 - d. Twenty kilometers from Dorohusk in the direction of Kowel.
 - e. Twenty-six kilometers south of Gerdauen toward Korsze.
- 7. There has been no new construction other than that mentioned. Construction of railroad lines is carried out by crews using hand tools only.
- 8. The principal bridges in the following locations are in good repair:

Frankfurt/Oder, Poznan, Larsaw, Terespol, Czeremcha, Torun, and the bridge over the Bug south of the junction at Malkinia.

SECRET